

MINUTES OF MEETING: Thursday 29 - Friday 30 November 2018
Auckland Transport offices, 20 Viaduct Harbour
Room 1.03 (Thursday) and Room 1.01 (Friday)

Attending

- Paul Barker, Safe and Sustainable Transport Manager, Wellington
- Adam Beattie, Walking and Cycling, AT
- David Brown, Traffic and Safety Engineer, New Plymouth (Friday only)
- Glenn Bunting, Network Manager, Safety and Environment, NZTA
- Gerry Dance, Principal Advisor, System Design & Delivery, NZTA
- Steve Dejong, Traffic Engineer, Christchurch City
- Tim Hughes, National Traffic and Safety Engineer, NZTA
- Simon Kennett, Senior Project Manager, System Design & Delivery, NZTA
- Matthew Kilpatrick, Transportation Planner, Palmerston North City
- Glen Koorey, ViaStrada, representing Transportation Group NZ
- Nick Marshall, Senior Roding Engineer, Whangarei District (Friday only)
- Wayne Newman, RCA Forum (secretary)
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Ina Stenzel, Principal Specialist – Walking and Cycling, AT
- Andrea Timings, Network Engineer, Hamilton City
- Ethan Young, Network Engineer, Hamilton City

Guests

- Erik Teekman, Walking and Cycling Manager, South Island, NZTA (item 4.5)
- Kevan Fleckney, NZTA (item 4.5 only)

Apologies

- Susan Lilley, Transportation Planner, Dunedin City
- Claire Sharland, Asset Manager Transportation, Taupo District
- Andy High, Senior Engineering Officer, Nelson City
- Jodie Lawson, Sustainable Transport Team Leader, Rotorua Lakes
- Simon Cager, Senior Project Engineer, Hutt City
- Mark Edwards, Senior Engineer, NZTA

AGENDA SUMMARY

- 1. WELCOME, INTRODUCTIONS, APOLOGIES AND H&S BRIEFING**
- 2. ACTIONS FROM PREVIOUS MEETINGS**
- 3. UPDATES**
- 4. DESIGN ISSUES**
- 5. OTHER BUSINESS**
- 6. NEXT MEETING**

Cycling tour of inspection – Northcote route facilities (Thursday)

ACTIONS

Actions from 10 May 2018 remaining open:

1. **A. Beattie** - investigate a possible marking based on a variant of the “pass with care” signage to moderate speed behavior on shared paths and report back to next meeting.

Actions from 17 August 2018

1. **S. Kennett** – circulate the list of approved options to be included in the consultation on the Accessible Pathways Package as soon as it is able to be released.
2. **S. Kennett** – circulate draft definitions of ‘path’, ‘cycle path’, ‘shared path’ and ‘footpath’, as well as ‘cycle lane’ for comment.

Actions from 30 November 2018

1. **S. Kennett** - investigate the heights now being used for Copenhagen kerbs in New Zealand and report to next meeting on what, if any, vertical separation might be appropriate for inclusion in guidance.
2. **S. Dejong** to provide plans of Colombo St Copenhagen-lane for next meeting.
3. **S. Dejong** to provide the full report and research supporting the recommended greenway threshold sign to the group and request that it be made available to the TCD Steering Group.
4. **S. Kennett** to revise the guidance for designing, sign-posting and marking hook-turns. In the published diagram, enlarge alternative location of hook turn box to match hook turn box already shown and dispense with arrows indicating cyclist movements (1 and 2).
5. **S. Kennett** to complete work on ATP review in the context of the 500mm shoulder dimension as a matter of urgency for councils with plans for installing extensive ATP on their networks.
6. **S. Kennett** to amend Table 1 of the Specification for Design, Construction and Maintenance of Cycling and Shared Path Facilities from “target shoulder seal width” to “Minimum shoulder seal width for state highway cycling network”.
7. **G. Koorey** to ensure images used in the proposed revision of the guidance for separation devices include examples available in New Zealand and considered to be good practice and to revert to the previous matrix in place of the collage of illustrations of types of cycleway separators by height and extent of horizontal separation.
8. **G. Dance** to circulate draft policy on restrictive devices on cycle facilities on receipt.
9. **S. Dejong** and G. Koorey to report to the next meeting on the use of sharrows at left-turn lanes.
10. **S. Kennett** to set up meeting or conference call between M. Roundthwaite and A. Beattie, P. Barker and S. Thomas (Christchurch City) to ensure better coordination in the responses of the Agency and key local authorities to the use of e-scooters and any restrictions on that use.
11. **G. Dance** to discuss with G. Koorey whether a current ViaStrada task might be easily expanded to address the use of colour outside of special vehicle lanes.
12. **S. Dejong** to request that ViaStrada further investigates the possibility of using a flashing yellow arrow signal at intersections to achieve better filtering of turning traffic through cyclists proceeding straight ahead and report to next meeting.
13. **S. Kennett** to advise the waste industry that the TU24 Supplementary sign may be placed at the top of the rear of the collection truck.

NOTES OF MEETING

1. WELCOME, INTRODUCTIONS, APOLOGIES AND H&S BRIEFING

2. ACTIONS FROM PREVIOUS MEETING

Actions from 10 May 2018 remaining open:

1. S. Kennett - incorporate the three heights now being used for Copenhagen kerbs in New Zealand into the guidance.
Open – it was agreed that this needs to be discussed further to agree on what, if any, vertical separation is considered appropriate for inclusion in guidance. To be placed on agenda for next meeting.
2. T. Hughes - prepare trials for Copenhagen-lane kerb heights to assess the relative risks of pedestrian and cyclist injury.
Open – as a trial can only proceed if a trial is proposed, the prerequisite is a proposal for a Copenhagen-lane. S. Dejong noted that Christchurch has a Copenhagen-lane on Colombo St, but not in a high pedestrian volume zone.
Action – S. Dejong to provide plans of Colombo St Copenhagen-lane for next meeting.
3. M. Edwards – investigate establishing a working group to work with the industry and TCD Steering Group to agree on a better specification to define the glass size and hardness and required longevity for skid-resistant Apple Green surfacing. Discuss evidence of problem with S. Dejong, S. Kennett and A. Harlow.
Closed – report from S. Dejong identified that a meeting with Rob Crow, the NZTA ‘owner’ of P33, had agreed on several minor editorial changes, such as changing the colour to Apple Green, which will assist CCC to adopt P33 for future use. CCC will also tighten contract management procedures for coloured surfacing, because the glass content in the applied surfacing had not met P33 or been fit for purpose.
4. S. Dejong – investigate measures to avoid the continuous green lane across the road at a cycle crossing giving visual cues that encourage unsafe behavior and report back.
Closed – S. Dejong reported that chicanes had been installed to slow cyclists approaching the crossing, while speed humps installed to slow approaching traffic had ensured that the crossing was more forgiving of error.
5. A. Beattie - investigate a possible marking based on a variant of the “pass with care” signage to moderate speed behavior on shared paths and report back.
Open – A. Beattie reported that progress with this had been slower than expected, but it was expected that he would have something to report to the next meeting.
6. R. Bean - approve the addition of the Albany St intersection to the shared Barnes dance trial to provide a result that would indicate the effect for a higher volume intersection.
Closed – the Albany St intersection was included in the Gazette notice on 4 September.

Actions from 17 August 2018

3. S. Kennett – circulate the list of approved options to be included in the consultation on the Accessible Pathways Package as soon as it is able to be released.
Open – this will be done when the options are selected and announced.

4. G. Dance – circulate report on review of PPDG and RTS14.
Closed – the review produced 27 recommendations that are being worked through, with a pedestrian guide akin to the CNG being potentially the most likely outcome over the next twelve months. This will require consideration of the connections between the two guides and the levels of detail able to be incorporated. Like the CNG, any equivalent pedestrian guide would serve practitioners better if lessons learned were shared, but this can be politically unpalatable.
5. S. Dejong – circulate the previously approved plans for a cycle path crossing showing a need to have Belisha beacon discs and zebra poles for reassessment.
Closed – the plans have been circulated.
6. M. Edwards – draft response to TCD Steering Group on CoPTTM working group’s proposed pedestrian and cyclist signs.
Closed - the suggestion that it is more visually appropriate to use standard signage rather than black-on-orange TTM signs in some instances was endorsed. Of the signs discussed all are current signs (except one) and the CoPTTM working practices just need updating accordingly. Tony Stella is going to contact AMIG. The one new sign was the CYCLISTS MERGING supplementary, which will need to be drawn up and gazetted.
7. S. Dejong – provide links for Christchurch City Council Cycling Network educational videos.
Closed – these have been circulated.
8. S. Dejong – provide research on compliance in Christchurch variable 40kmph school zones to G. Bunting and for agenda for next meeting.
Closed – this research found the variable speed zones to have been a useful tool for managing speed on roads where a lower speed was appropriate only in specific circumstances, but the report was unduly pessimistic about the failure to achieve an absolute compliance with the 40kmph limit. The zones achieved a reduction in speeds to well below 50kmph for a significant proportion of road-users. It was agreed that some care was needed in making the report more widely available without a cover giving its context.
9. S. Kennett – circulate draft definitions of cycle path, cycle lane and shared path for comment.
Open – draft definitions were presented to the meeting and discussed. It was agreed that further work was required to provide clear, nationally agreed and consistent definitions of ‘path’, ‘cycle path’, ‘shared path’ and ‘footpath’, as well as ‘cycle lane’.
10. S. Kennett – redraft the Sharrow User Guide for merging a cycle lane into a traffic lane with sharrows to show the cycle lane extending further and leading into a series of green bands fanning out gradually into the traffic lane.
Closed – taken under item 4.3.
11. G. Dance – circulate list of potential gaps in CNDG.
Closed – this has been done.
12. A. Beattie – circulate AT ‘place and movement’ guidance.
Closed – this has been done.
13. M. Edwards – circulate draft PT guidance.
Closed – this has been done. It was noted that work is being done to review this 2014 draft with the intention of bringing the document up to date and potentially published.
14. A. Beattie – liaise with G. Dance and W. Newman on arrangements for next meeting.
Closed.

The Minutes of the meeting on 17 August 2018 were approved.

T. Hughes raised a matter arising from the minutes. The TCD Steering Committee had not received the full report and research supporting the recommended greenway threshold sign using a “pass with care” cyclist symbol, duplicated at reduced scale to indicate a child cyclist, superimposed on a car beneath a 30 kmph roundel. The TCD Steering Group had felt that the case for a new sign, therefore, had not been made. It had requested more information on why the available existing signage did not deliver the desired behaviour, but this has not yet been provided.

It was agreed that the research report needs to be recirculated to the group and made available to the TCD Steering Group.

Action: S. Dejong to provide report for circulation.

The group also noted the retirement on 16 November of Richard Bean from the Agency and formally recorded its deep appreciation of the contribution made to its work by Richard over many years.

3. UPDATES

1. Trials

S. Dejong reported on shared cycle-pedestrian crossing signals trials on Barrington St. The trials planned for Antigua St/St Asaph St are expected to commence soon. The detection loops for cyclists have been set back about 30m and timed to discourage cyclists from trying to rush the crossing. Although the full report is not due for another twelve months the 300mm aspect signals have proven to have vastly better visibility than the 200mm signals.

G. Bunting reported on behalf of M. Edwards on a trial of yellow flashing pavement markers being approved for Quay Street, Auckland, and the intersection of Tamaki Drive and Watene Road, to alert motorists intending to turn across the intervening cycle lane of any approaching cyclist. It is also intended to have the markers linked to flashing cycle warning signs visible to motorists turning from either direction. The markers and signs would be triggered by the approaching cyclist automatically. P. Barker noted the similarity of this trial to the trial on the Hutt Road that found that the reliability of the triggers was insufficient to provide the necessary assurance of safety and the flashing lights failed to meet the problem. T. Hughes observed that, whereas the solution adopted on Hutt Road worked by reducing cyclist speeds as well as increasing driver’s awareness, the proposed trials failed to address the speed of the cyclists approaching the conflict zones.

2. Hook-turn marking

S. Dejong drew attention to the published guidance. There is a need for better guidance on the placement of the hook-turn box, to ensure that it is either visible or clearly signed where the camber of the road obscures it, and on the size of the box, which should not be determined by the width of the adjacent cycle lane, but by the space requirement for provision of a safe waiting zone for turning cyclists. T. Hughes noted that guidance should be available on choosing between a right-turn advanced stop-box and a hook-turn box. It was agreed that the layout image for a hook-turn in the published guidance needs to be amended.

Action: S. Kennett to revise the guidance for designing, sign-posting and marking hook-turns. In the published diagram, enlarge alternative location of hook turn box to match hook turn box already shown and dispense with arrows indicating cyclist movements (1 and 2).

Action: AMIG members to provide comments on the circulated draft to G. Koorey.

3. *RUR Changes*

S. Kennett reported that the 2018 Omnibus Rule Change was waiting to be signed off, but there was little progress to report as yet on the Accessible Streets package. He noted that members had been circulated the list of newly approved signs gazetted in early November.

4. *Pedestrian guides review*

G. Dance reported on the research done to understand the suitability of current policy and guidance, in particular the PPDG (2009) and RTS14 (2015). That research showed perceptions of the provision for walking were that strategy and policy are perceived as doing well; funding, guidance, awareness and industry engagement are seen as being average; training and measuring success are still seen as challenges.

The economic evaluation manual, in particular, is not perceived as enabling. As a result, the EEM is being reviewed. T. Hughes noted that a key change being considered for the EEM is shifting the basis for calculation from the existing traffic speed to the safe and appropriate speed according to the Speed Management Guide. The Investment Decision-Making review will offer further opportunities for providing better support around the funding process.

The guidance will be updated and combined to create an accessible pedestrian infrastructure design guidance resource, potentially using the CNG as a model. The intent is to embed accessibility design principles into all Agency documents.

5. *TCD Manual review*

G. Bunting reported that a summary report on the consultation on Part 5 had been presented to the TCD Steering Group. A decision is now needed on providing resources for a full review of the submissions and preparation of a full report. Part 4 is still to be readied for consultation.

S. Kennett noted that the work on ATP or “rumble strips” is being reviewed in response to continuing concerns around the 500mm shoulder dimension. It was noted that resolving this is increasingly urgent as AT and several councils have plans for installing extensive ATP on their networks.

6. *Training and capability review*

G. Dance reported on recent changes designed to lift capability, required by the shift in emphasis within the Agency. It is responding to the survey feedback and recognised need for greater multi-modal capability and improved skills for decision-makers. Although there has been a significant growth in capability within the sector, in order to deliver high-quality walking and cycling outcomes as core business, rather than ancillary and discretionary, will require sustained capability building across the sector. The Agency is supporting this through better guidance resources, a programme of new courses and seeking to increase engagement with the tertiary sector. The training programme will be directed towards meeting the identified priorities for guidance on multi-modal street design and for a strategic understanding of the issues among elected officials and senior managers.

7. *Cycling level of service*

T. Hughes explained that this work had employed the same A-F scale used by traffic engineers to rate user satisfaction, and includes perceived safety, personal security, delay and amenity, in order to produce an evidence-based tool that allows a comparison of options. The research involved both real rides, with instrumented bikes and 63 volunteers on six routes in Auckland, Wellington

and Christchurch, and on-line rides, with 77 videos of rides being rated by 1,074 participants.

The survey produced a range of responses, but it was notable that a painted cycle lane was still a potential tool for network managers, as it scored ratings of 4 and 5. It highlighted that adjacent land use is critical; providing a separated, dedicated cycle lane through a busy commercial street where vehicles were constantly crossing the lane to park, deliver or turn is unlikely ever to be attractive. It also strengthened the message that cycle lanes need to have sufficient width to allow safe overtaking and to resolve problems with dooring from parked vehicles.

Although the survey provided useful insights into user perceptions, it did not deliver a cycling LoS tool. More evidence needs to be collected on the effect of variations in traffic volumes, speed and adjacent activity. It would be extremely useful to have all cyclist perception data being collected using the same scale and compatible criteria.

Meeting was suspended at 6.50 p.m. on 29 Nov. and recommenced at 8.30 a.m. on 30 Nov.

4. DESIGN ISSUES

1. Specifications for design, construction and maintenance – walking and cycling

G. Dance reported that the new specifications will soon be ratified and be available for the network outcome contracts for maintenance and renewals being renewed over the next 18 months. This is expected to see the Cycling Network Guidance embedded in the network. Although there has been some initial adverse reaction from network managers around shoulder-widening requirements, the extensions, sealing and improved sweeping and maintenance should offer cyclists an improved level of service. For the moment the provisions for walking are weaker and will need to be developed as pedestrian network design guidance is reviewed. The specifications introduce a maintenance regime for cycling facilities and a visual inspection audit guide. They are available for local road network adoption or adaption and the roll-out will include a local review of maps. The Agency contact for this will be James Wratt.

2. Shoulder width specifications

S. Kennett presented a revised table of shoulder widths, already incorporated into the new Specifications, based on the national gradings of the network done to produce the New Zealand Cycle Trails routes. The result is a more nuanced set of target shoulder widths for the state highway cycling network.

Target shoulder seal width for state Highway Cycling Network

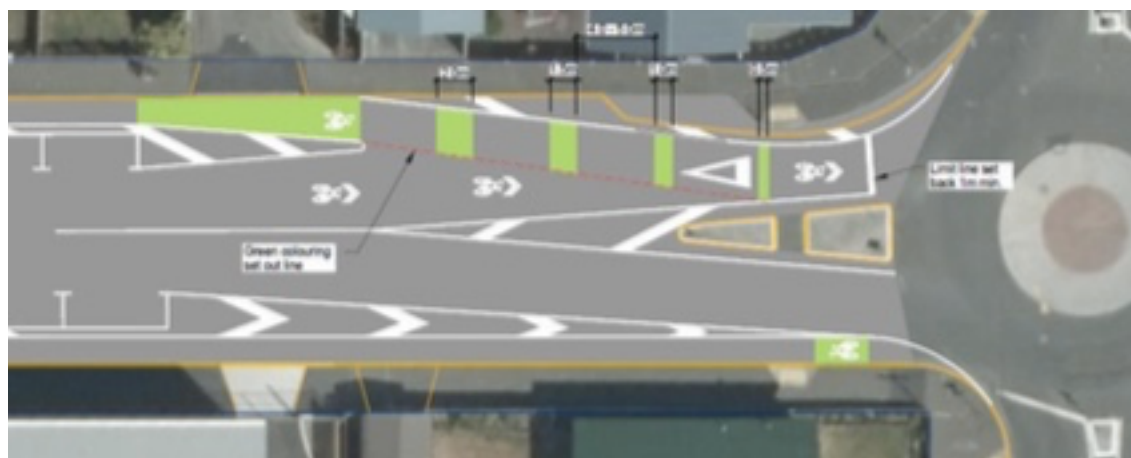
	50 km/h	70 km/h	100 km/hr
<i>Minimum adjacent traffic lane width</i>	<i>3.0 m</i>	<i>3.3 m</i>	<i>3.5 m</i>
1-1000 AADT	0.0 m	0.0 m	0.0 m
1000-2000 AADT	0.75 m	0.75 m	0.75 m
2000-5000 AADT	1.0 m	1.0 m	1.0 m
5000-8000 AADT	1.2 m	1.5 m	1.5 m
8000-18,000 AADT	1.5 m	1.7 m	2.0 m
18,000+ AADT	2.0 m	2.0 m	2.2 m

P. Barker questioned the use of “target shoulder seal width” where the widths are intended to specify the safe minimum shoulder seal width appropriate to each situation. It was agreed that “target” should read “minimum” in both places where it has been used for the table.

Action: S. Kennett to amend the table to “Minimum shoulder seal width for state highway cycling network”.

3. Use of green in merging from cycle path/lane to sharrow lane

G. Koorey presented an example of a parking-protected separated cycle lane merging into a sharrow lane at the approach to a roundabout. There is a perception that this merger creates a conflict zone, similar to vehicle entrances or slip lanes, where green stripes might be useful to alert cyclists. An example of a possible treatment was a series of green blocks reducing by half each time extending the line of the cycle lane up to the roundabout.



G. Bunting noted that evidence of a problem, or of whether the sharrow is not effective for the approach to a roundabout, seems to be lacking, while using colour outside a special vehicle lane has RUR implications. The appropriate course would be to monitor the performance of the sharrow lane before then considering a trial of several options, all of which would need to be permitted under current rules.

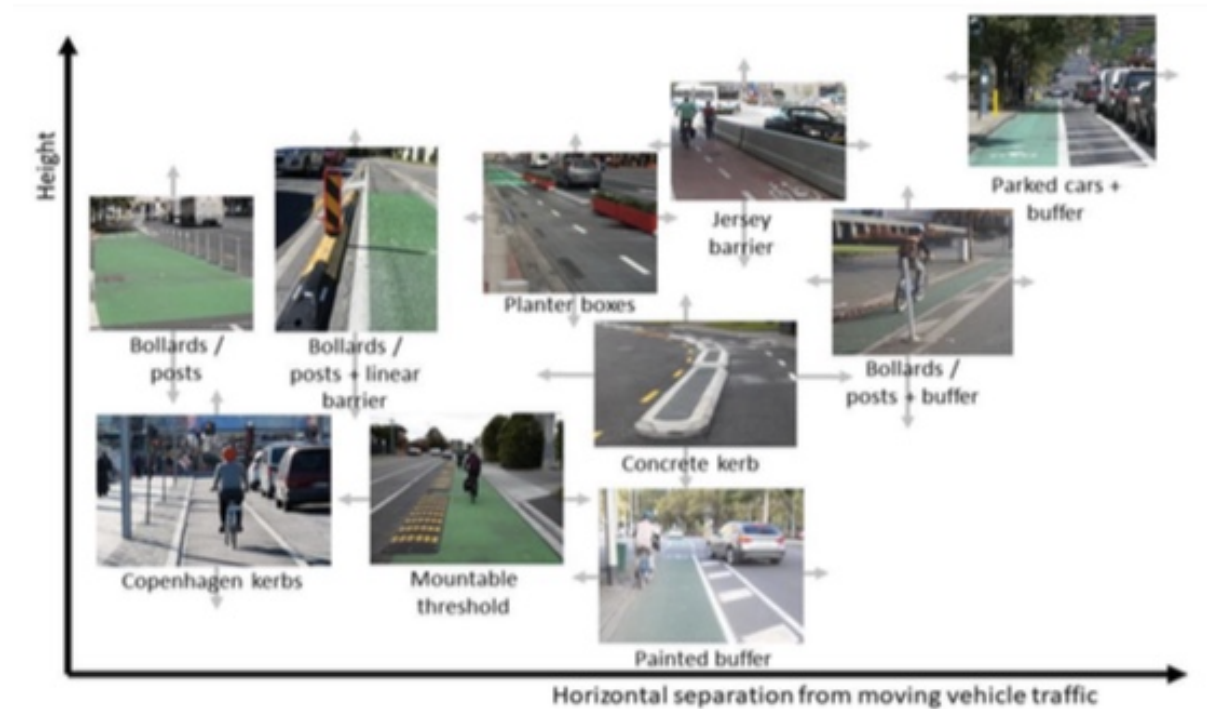
E. Phillips suggested continuing the SVL up to the roundabout as an alternative solution, as every vehicle entering a roundabout is making a turn and therefore able to enter the SVL for that purpose. The continuity lines (marked where the red line is shown above) would manage the conflict and maintain a higher level of service for cyclists. It was noted that this is feasible, but currently not recommended in the guidance.

G. Dance cited an example from SH2 between Ngauranga and Petone where green blocks were being proposed as a solution to traffic turning left failing to give way to cyclists crossing the slip lanes. Closer inspection of the images showed that the continuity lines were marked to give turning traffic priority and it was agreed that at this location the permitted markings should be able to be installed to overcome the conflict without recourse to colour.

S. Dejong suggested that it would be timely to return to the Elstree Avenue/Taniwha Street roundabout in Pt England, included in the sharrow trials in 2014, to review the effectiveness of the marking for facilitating cycling through a roundabout by a comparison of present positioning and speed with the results reported in 2015. I. Stenzel noted this suggestion.

4. Cycleway separation devices

G. Koorey presented a proposed revision of the guidance for separation devices. While most of the changes drew no comment, the use of a collage of illustrations of types of cycleway separators by height and extent of horizontal separation in place of the previous matrix was not considered to be a useful change. There was concern that the inclusion of illustrations of a separation device within the guidance could be interpreted as some form of endorsement, whereas it was agreed that care must be taken to show examples available in New Zealand and considered to be good practice.



G. Bunting noted that the images of bollards, posts and linear barriers as cycleway separators illustrated the lack of coordination between the colours of these devices and the associated lane and continuity line marking. There is a perceptible need for the TCD Manual to specify that the colours should match – white on white and yellow on yellow. It appears at present that suppliers are providing what they happen to have, rather than being asked to supply colours specified for the location. G. Bunting also suggested that it would be a very useful feature within the guidance to include a check-box for each option, providing a yes/no response to the question, “Meets current legislation?”

Action: AMIG members to provide comments on circulated draft to G. Koorey.

5. Restrictive devices policy

E. Teekman and K. Fleckney presented an overview of the issues addressed in draft guidance on restrictive devices, noting that infrastructure risk rating and impact assessment scores developed for vehicles and pedestrians are inappropriate for cyclists. A cyclist hitting a bollard will have a comparable impact as with a vehicle hitting a pedestrian, but with none of the features designed to reduce the injury from that impact, and will further, faster and face down in most instances. While for a vehicle a severe infrastructure risk is created by 20+ non-frangible point hazards within 5m per km, for a cyclist a severe infrastructure risk results from a single point hazard.

For this reason, the proposed guidance defines restrictive devices as any furniture placed within

450mm horizontally of the surface used by cyclists and defaults to no restrictive device should be present. This would apply to both proposed and existing facilities, requiring retrospective assessments.

P. Barker noted that this would be a natural fit within a safety audit, with the reasons for not removing an identified hazard then clearly documented. T. Hughes agreed that this would strengthen the process within Austroads Part 6, which recommends that restrictive devices should not be used without a proven need, by placing a clear onus on the designer to justify the inclusion of any restrictive device.

The location of such devices was agreed to be critical. It was recognized that hold-rails need to be within 200mm to be useful and physical obstruction of vehicles entering cycle facilities will be needed, but these should be placed at locations where a cyclist will already have slowed and be more alert to potential hazards. They should also be placed where they will be clearly visible in any light condition, as the light on a cycle is required only for the purposes of making the cycle visible and is not required to provide effective forward illumination.

Action: E. Teekman to provide draft document to G. Dance for circulation to AMIG members to provide comments to K. Fleckney for finalisation of document for formal ratification.

6. *Mixed lane use*

G. Koorey presented proposed edits to the cycling network guidance on neighbourhood greenways, including additional detail around using sharrows. S. Dejong commented on a trend that is seeing sharrows installed outside locations that meet their agreed criteria, especially at signal-controlled left-turn lanes in 50kmph zones. G. Koorey noted that traffic making the turn may be travelling at less than the 30kmph criterion. It was agreed that this use might be made of the sharrow if the design criteria were met; the geometry of the turn would need to be sufficient to ensure the traffic speed remained below 30kmph even when the signal was green, and the traffic volume would need to remain less than 8,000 AADT.

T. Hughes noted that some designated greenways were struggling to meet the speed and volume criteria for sharrows. P. Barker and S. Kennett both stressed that the criteria for sharrows differ from those for greenways; although both share the 30kmph threshold, the ideal traffic volume on a greenway is less than a quarter of the maximum allowed for a sharrow. If a greenway is to provide an environment suitable for cyclists of all ages and skill levels it remains imperative that both vehicle speeds and vehicle numbers are kept low.

Action: S. Dejong and G. Koorey will do more work on the use of sharrows at left-turn lanes and report to the next meeting.

Action: AMIG members to provide comments on the circulated draft to G. Koorey.

7. *Buffered cycle lane design*

M. Kilpatrick explained the background to a trial of differing edge treatments for cycle lanes marked along Church Street and Bourke Street in Palmerston North. S. Dejong noted that a double buffer had been used, which he characterized as a waste of paint, because it creates confusion for motorists about where they should park and for cyclists about where they should ride, increasing the potential for dooring by bringing parked cars further from the kerb while encouraging cyclists to ride slightly further to the left.

S. Kennett noted the research already done on this, indicating that all of any buffer space was better placed between the cycle lane and moving traffic lane. He advised the meeting that this will be added to the guidance when the review of Part 5 of the TCD Manual is completed.

8. E-scooter use, behavior and regulation

S. Kennett reported on the response within the Agency to the increasing ubiquity of e-scooters, which can be used legally on the road, shared paths and footpaths, and are being used on cycle paths. The Agency is watching the accident rates. Although the number of ACC claims has exceeded 300, there appear to have been no pedestrian or vehicle crashes. The Agency wants to adopt a national restriction that would permit the use of e-scooters only on footpaths, with local authorities then able to impose additional restrictions.

P. Barker noted that this was precisely the opposite of the direction favoured by Wellington City Council, which wants e-scooters banned from footpaths. A. Beattie noted that the devices have become very popular as a genuine transport mode for the “last km” and part of their appeal is almost certainly that ability to ‘go anywhere’. As Auckland lacks a fully connected alternative network, for e-scooters to work as a transport mode it would be necessary to accept them on the footpaths and in cycle lanes, but there is a real concern around having these near silent devices on footpaths that might be being used by vision-impaired or hearing-impaired pedestrians.

S. Dejong agreed that, although the Christchurch City bylaws make cycle paths and cycle lanes for the use of cycles only, they are not explicitly sign-posted as such, which would make enforcement very difficult, and it might be necessary to accept that e-scooters as a genuine transport mode should be in the cycle lanes. This would immediately raise the question of e-scooters being in the same facility as cyclists, but not required to wear a helmet.

The very different way an e-scooter is ridden, compared with a cyclist, suggested that more data on the types of injuries being sustained by e-scooter users would be needed to allow a valid comparison, but the open running-board, lower centre of gravity and absence of any seat, pedals or frame potentially entangling the user’s legs would all suggest a lower risk of serious head injury from using an e-scooter than a bicycle.

The meeting noted that the policy response on this issue is currently in a very similar place to where the policy response to cycling was at the time AMIG was first convened, with each road controlling authority developing local responses largely in isolation. There is a very high potential for each response to be different in each city, so it was agreed that it is critical that there is coordination now to achieve some national consistency.

Action: S. Kennett to set up meeting or conference call between M. Roundthwaite (the Agency lead on this issue) and A. Beattie, P. Barker and S. Thomas (Christchurch City) to ensure better coordination in the responses.

5. OTHER BUSINESS

1. Cycle counting - national data base

G. Dance noted the increasing demand for high-quality, consistent cycling data to support investment decisions has seen extensive use being made of cycle counters, which can impose a significant administrative burden to collate and report. To ensure that this data is collected,

collated and available for national investment purposes, the Agency is looking to create a national cycle counting 'dashboard'. As the majority of cycling counters now in use have been supplied by Eco-counter it should be possible to use an application program interface (API) to collate the data nationally. This will require negotiating service data agreements with current data collectors. Once an effective API is in place, non-Eco-counter devices can adopt it. E. Phillips and P. Barker both commented that, while supporting the concept, their local data is not released automatically, but manually checked for faults before being made public.

2. Consistent use of colour

G. Bunting expressed alarm at the number of proposals for the use of colour outside of special vehicle lanes. This use has the potential to compromise the use of colour for low-speed environments and there is a need for a consistent approach and message. S. Dejong agreed that there needs to be agreement on what may be used and where. Solid green is being used to indicate where the cyclist has priority and green stripes or blocks are being used to show conflict zones, red is being used for speed zones, but usage is being developed by a series of individual cases that are collectively inconsistent and failing to deliver a coherent policy.

Action: G. Dance to discuss with G. Koorey whether current ViaStrada task might be easily expanded to address use of colour outside special vehicle lanes.

3. Place making

P. Barker noted that the former distinction between roads and other public spaces is no longer so clear-cut. Roads are increasingly being seen as being within the wider public realm and therefore subject to the same drivers to deliver 'place' as well as movement. The group needs to reflect this in its composition or contribution, with place-making and accessibility having equal weight to mobility issues in discussions.

4. Deliberate use of flashing yellow signal at intersections

S. Dejong raised an issue referred to AMIG from the Signals User Group: the possibility of using a flashing yellow arrow signal instead of a green arrow at intersections to achieve better filtering of turning traffic through cyclists proceeding straight ahead on drivers' left.

The relevant clauses of the RUR are:

3.4 Traffic signal in form of flashing yellow signal

While a flashing yellow signal is displayed the provisions of clause 4.2 apply.

4.2 Giving way where vehicles are controlled by same type of sign or in absence of signs

(2) A driver changing lanes or about to change lanes, or turning or about to turn, must give way to any vehicle not changing lanes, or not making a turn.

G. Bunting noted that on the face of it, this could be a permitted use, but it would be a new use and no trial is possible, so a very robust case for using the signals in this way would need to be presented.

Action: S. Dejong will request that ViaStrada investigates this further and report to next meeting.

5. Placement of warning sign on waste collection trucks

S. Kennett reported that the waste collection industry wants to use the recommended TU24 supplementary, which would be illuminated when the bin-collection boom is in use, and it is checking the correct font and colour to be compliant, but has proposed placing the sign at the top

of the rear of the truck. The primary reason offered for this is that the trucks are presently at their maximum length and the bulk of the illuminated sign would exceed the permitted length. A secondary reason is that it is believed that the signs would be less at risk of damage during reversing and routine operations if located higher on the rear.

While the meeting accepted that the industry would be easily able to obtain an exemption for the sign, it also accepted that the secondary reason was valid. Although signs directed at cyclists should normally be set at or below the eye level of cyclists wherever practical to ensure that they are seen, it was felt that an illuminated sign on top of a waste truck carried an inherently lower risk of not being noticed and it was agreed that the TU24 Supplementary sign could be placed at the top of the rear of the truck.

Action: S. Kennett to advise waste industry.

6. General Business

G. Bunting reported that M. Edwards will shortly get the wayfinding signage signed-off to be Gazetted.

G. Koorey noted the imminent update of the New Zealand Cycle Trail Design Guide. ViaStrada has been commissioned by MBIE to update the *NZ Cycle Trail Design Guide* (current 4th edition available from <https://www.nzcycletrail.com/public-resources/>), a government-funded initiative to develop world-class cycle trail experiences and to generate regional economic benefits to communities alongside the trails.

There are 22 predominantly off-road Great Rides (approximately 2,700km) and approximately 2,800 km of back-country on-road Heartland Rides that comprise NZCT. ViaStrada, the Agency, the Kennett Brothers (technical trail building experts), and the Dept of Conservation developed the previous editions of the Design Guide. MBIE and NZTA have compiled a list of revision topics that are required and it is now timely for a revised edition of the *Guide* to be published.

Changes will take into account developments in the *Cycle Network Guidance* and IMBA trail standards, work by the Agency on Heartland Ride treatments (e.g. traffic volumes & speeds, narrow bridge treatments), and lessons learned to date from NZCT trail operations (e.g. track maintenance issues, trail Warrant of Fitness reports). The update work is planned to be completed by the end of February 2019.

S. Kennett noted that many on-road routes are based on the Agency's cycling high-use road maps, which had originally been created from Strava data and were little more than estimates in many places, so there is a need to continue to refine the data.

6. NEXT MEETING

It was agreed that four meetings be held in 2019, in late February, May, August and November. P. Barker offered to host a Wellington field trip after the February meeting, so that the next meeting would be on 28 February 2019 in the Majestic Centre, Wellington, with a field trip the next morning for those who were able to stay overnight.

Tentative dates for the following meetings would be 29 May, 28 August and 21 November, with the May and August meetings also being held in Wellington.

G. Dance thanked I. Stenzel and A. Beattie for hosting this meeting and for arranging a tour that combined cycling, walking and public transport for the participants.

He also noted that the RCA Forum executive has been reviewing its support for working groups and was expected to cease to provide budget support for AMIG from December. It was unclear whether the agenda and minutes for future AMIG meetings would continue to be hosted on the RCA Forum website. In response to a question about the best 'home' for AMIG, P. Barker affirmed his belief that the RCA Forum is absolutely the best home for this group. The meeting agreed that it was inappropriate for the group to appear to be subsumed within the Transport Agency, while it would be an awkward fit within either LGNZ or Trafanz.

In view of the possibility that this would be the last meeting at which he was present, the meeting recorded its thanks to W. Newman for his work as co-convenor, secretary and administrator for the group from its inception.

Meeting closed 1.20 p.m.